

AMENDMENTS TO THE CLAIMS:**JC17 Rec'd PCT/PTO 20 JUN 2005**

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-9 (Canceled).

10. (New) A high-pressure pump for a fuel injection system of an internal combustion engine, comprising
- a housing (10),
 - at least one pump element (32) located in housing (10) and having a pump piston (34),
 - a drive shaft (12) supported rotatably in the housing (10) via at least one bearing point (14, 16), the drive shaft (12) having an eccentric portion (26),
 - a transmission element (28) rotatably supported on the eccentric portion (26) via a bearing point (30) and driving the pump piston (34) in a reciprocating motion, and
 - a conduit system (54, 55, 57) extending through the drive shaft (12) for delivering lubricating fuel to the bearing point (30) of the transmission element (28) in the eccentric portion (26) of the drive shaft (12).
11. (New) The high-pressure pump of claim 10, wherein the transmission element (28) is supported on the eccentric portion (26) via a bearing bush (58).
12. (New) The high-pressure pump of claim 10, wherein fuel for lubrication is delivered to at least one bearing point (16) of the drive shaft (12) in the housing (10), via the conduit

system (54, 55, 60) in the drive shaft (12), and wherein the drive shaft (12) is supported in the housing (10) at the at least one bearing point (16), preferably via a bearing bush (24).

13. **(New)** The high-pressure pump of claim 11, wherein fuel for lubrication is delivered to at least one bearing point (16) of the drive shaft (12) in the housing (10), via the conduit system (54, 55, 60) in the drive shaft (12), and wherein the drive shaft (12) is supported in the housing (10) at the at least one bearing point (16), preferably via a bearing bush (24).

14. **(New)** The high-pressure pump of claim 11, wherein the bearing bush (22, 24, 58) of the transmission element (28) and/or of the drive shaft (12) is split into two parts, located side by side in the direction of the pivot axis (13) of the drive shaft (12), between which parts there is a gap (23, 25, 59).

15. **(New)** The high-pressure pump of claim 12, wherein the bearing bush (22, 24, 58) of the transmission element (28) and/or of the drive shaft (12) is split into two parts, located side by side in the direction of the pivot axis (13) of the drive shaft (12), between which parts there is a gap (23, 25, 59).

16. **(New)** The high-pressure pump of claim 14, wherein the gap (23, 25, 59) between the parts of the bearing bush (22, 24, 58) is located in a plane that is approximately radial to the pivot axis (13) of the drive shaft (12), in which plane the conduit system (54, 55, 57) discharges at the outer jacket of the drive shaft (12).

17. **(New)** The high-pressure pump of claim 15, wherein the gap (23, 25, 59) between the parts of the bearing bush (22, 24, 58) is located in a plane that is approximately radial to the pivot axis (13) of the drive shaft (12), in which plane the conduit system (54, 55, 57) discharges at the outer jacket of the drive shaft (12).

18. **(New)** The high-pressure pump of claim 10, wherein the conduit system has a first conduit portion (54), discharging at the outer jacket of the drive shaft (12), into which portion fuel is delivered through a conduit (52) extending in the housing (10); a second conduit portion (55), adjoining the first conduit portion (54) and extending at least substantially in the direction of the pivot axis (13) of the drive shaft (12); and at least one third conduit portion (57), adjoining the second conduit portion and discharging at the outer jacket of the drive shaft (12) at the bearing point (30) of the transmission element (28).

19. **(New)** The high-pressure pump of claim 12, wherein the conduit system has a first conduit portion (54), discharging at the outer jacket of the drive shaft (12), into which portion fuel is delivered through a conduit (52) extending in the housing (10); a second conduit portion (55), adjoining the first conduit portion (54) and extending at least substantially in the direction of the pivot axis (13) of the drive shaft (12); and at least one third conduit portion (57), adjoining the second conduit portion and discharging at the outer jacket of the drive shaft (12) at the bearing point (30) of the transmission element (28).

20. **(New)** The high-pressure pump of claim 14, wherein the conduit system has a first conduit portion (54), discharging at the outer jacket of the drive shaft (12), into which portion fuel is delivered through a conduit (52) extending in the housing (10); a second conduit

portion (55), adjoining the first conduit portion (54) and extending at least substantially in the direction of the pivot axis (13) of the drive shaft (12); and at least one third conduit portion (57), adjoining the second conduit portion and discharging at the outer jacket of the drive shaft (12) at the bearing point (30) of the transmission element (28).

21. **(New)** The high-pressure pump of claim 16, wherein the conduit system has a first conduit portion (54), discharging at the outer jacket of the drive shaft (12), into which portion fuel is delivered through a conduit (52) extending in the housing (10); a second conduit portion (55), adjoining the first conduit portion (54) and extending at least substantially in the direction of the pivot axis (13) of the drive shaft (12); and at least one third conduit portion (57), adjoining the second conduit portion and discharging at the outer jacket of the drive shaft (12) at the bearing point (30) of the transmission element (28).

22. **(New)** The high-pressure pump of claim 18, wherein the conduit (52) extending in the housing (10) discharges at a bearing point (14) of the drive shaft (12) at which the drive shaft (12) is supported in the housing (10) via a bearing bush (22); wherein the first conduit portion (54) in the bearing bush (22) discharges at the outer jacket of the drive shaft (12); and wherein its communication with the conduit (52) extending in the housing (10) is made through the bearing bush (22).

23. **(New)** The high-pressure pump of claim 19, wherein the conduit (52) extending in the housing (10) discharges at a bearing point (14) of the drive shaft (12) at which the drive shaft (12) is supported in the housing (10) via a bearing bush (22); wherein the first conduit portion (54) in the bearing bush (22) discharges at the outer jacket of the drive shaft (12); and

wherein its communication with the conduit (52) extending in the housing (10) is made through the bearing bush (22).

24. (New) The high-pressure pump of claim 20, wherein the conduit (52) extending in the housing (10) discharges at a bearing point (14) of the drive shaft (12) at which the drive shaft (12) is supported in the housing (10) via a bearing bush (22); wherein the first conduit portion (54) in the bearing bush (22) discharges at the outer jacket of the drive shaft (12); and wherein its communication with the conduit (52) extending in the housing (10) is made through the bearing bush (22).

25. (New) The high-pressure pump of claim 21, wherein the conduit (52) extending in the housing (10) discharges at a bearing point (14) of the drive shaft (12) at which the drive shaft (12) is supported in the housing (10) via a bearing bush (22); wherein the first conduit portion (54) in the bearing bush (22) discharges at the outer jacket of the drive shaft (12); and wherein its communication with the conduit (52) extending in the housing (10) is made through the bearing bush (22).

26. (New) The high-pressure pump of claim 22, wherein the bearing bush (22), in its inner jacket, has an annular groove (62), which is located in a radial plane with respect to the pivot axis (13) of the drive shaft (12), in which plane the conduit system (54) discharges at the outer jacket of the drive shaft (12), and which plane preferably communicates with the outer jacket of the bearing bush (22) via at least one bore (64) in the bearing bush (22).

27. (New) The high-pressure pump of claim 23, wherein the bearing bush (22), in its inner jacket, has an annular groove (62), which is located in a radial plane with respect to the pivot axis (13) of the drive shaft (12), in which plane the conduit system (54) discharges at the outer jacket of the drive shaft (12), and which plane preferably communicates with the outer jacket of the bearing bush (22) via at least one bore (64) in the bearing bush (22).

28. (New) The high-pressure pump of claim 24, wherein the bearing bush (22), in its inner jacket, has an annular groove (62), which is located in a radial plane with respect to the pivot axis (13) of the drive shaft (12), in which plane the conduit system (54) discharges at the outer jacket of the drive shaft (12), and which plane preferably communicates with the outer jacket of the bearing bush (22) via at least one bore (64) in the bearing bush (22).

29. (New) A fuel injection system of an internal combustion engine having a high-pressure pump according to claim 10, wherein fuel is delivered to the high-pressure pump (100) by a feed pump (140); wherein a portion of the fuel pumped by the feed pump (140) is delivered to the conduit system (54, 55, 57, 60) via a lubrication connection (170); and wherein a pressure valve (180), opening toward the conduit system (54, 55, 57, 60), and/or a throttle restriction (190) is preferably located in the lubrication connection (170).